Request of Gulf States for Air Presence In India

6887. SHRIMATI BASANTI SARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the airlines from five Gulf States are pressing Government to increase their presence in India;

(b) if so, the summary of the communications received from these Governments|airlines, alongwith the reaction of Air India and his Ministry; and

(c) the gains and losses of revenue with the arrangement envisaged?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Government of Qatar has sought traffic rights for a new Airline Qatar Airways.

Emirates, the Airline of Dubai, UAE have sought an increase in capacity of 650 seats per week for their airline.

Government of Kuwait has requested for increase in capacity entitlement and Trivandrum as an additonal point of call in India.

No agreement has been reached in the issues so far.

In addiiton, the Government of Oman has sought designation of Oman Air for operating to and from India besides additional capacity of 500 seats per week. This was agreed to in the bilateral civil aviation talks held in November, 93.

(c) Additional rights to foreign airlines are granted on the basis of reciprocity of benefits to both sides.

Accidents and Incidents of Air India

6888. SHRI NILOTPAL BASU: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the details of all the accidents and incidents involving Air India aircraft for the last three years while maintenance in its hangars;

(b) the number of employees injured| casualties suffered in such incidents

(c) the details of loss to property equipment, in rupees and

(d) whether enquiry was conducted in each case; if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The requisite information is furnished in the Statement (*See* below).

(b) There were no casualties. However, one Technician was injured in the incident which took place on 8-1-93.

(c) Loss to property|equipment on account of these incidents was negligible.

(d) Departmental enquiry was conducted by Air India in each case. The recommendations of the enquiry committee were implemented to prevent recurrence of such incidents in future. Wherever the incidents were caused by human error, appropriate action was taken against the erring personnel.

Statement

(1) Fuel line flange was damaged while being loaded by stand on B 747 aircraft on 2-2-91.

(2) Excessive load was imposed on MLG jack pad area because of improper procedure on B 747 Combi aircraft on 5-2-91.

(3) The LH stabilised tip was hit by a Coles Crane and damaged on 5-2-91.

(4) Fuselage skin was damaged as a result of hitting by LH paint dock limit switch mounting bracket on 21-1-92.

(5) While removing stand from No. 8 canoe, trestle hit No. 7 canoe and damaged the canoe on 2-4-92.

(6) Oil tank on No. 1 engine was damaged by contact with work stand on 6-6-92.

(7) Fuel spillage was noticed at 1A hanger on 30-10-92.